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CLASSIFICATION

~~SECRET-CONTROL/US OFFICIALS ONLY~~COUNTRY Soviet Zone of Germany REPORT NO. 25X1ATOPIC Soviet Rail Movements in the JUETERBOG AreaEVALUATION See below PLACE OBTAINED [REDACTED] 25X1ADATE OF CONTENT [REDACTED]DATE OBTAINED [REDACTED] DATE PREPARED 30 November 1949REFERENCES 25X1APAGES 4 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS

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The following Soviet rail movements were observed in the
 25X1X JUETERBOG (N 52/E 69) area:

3 and 4 September 1949:

1. Troops detrained from eight boxcars, and trucks from eleven flatcars were unloaded on the "Lange Rampe" (long loading ramp). One of the trucks, E 1-07-61, was seen heading for the JUETERBOG-DALM airfield in the morning of 4 September 1949. +

10 September 1949

2. A train carrying 12 new and unnumbered ambulances, coming from the direction of HALLIE (N 52/D 92), was halted at the "Gruenaer Rampe."

11 September 1949

3. A train carrying five prime movers, 12 repair shop trucks and troops in 21 boxcars, coming from the direction of HALLIE, stopped at the "Gruenaer Rampe."

12 September 1949

4. a. A train carrying 27 tanks proceeded from the direction of BERLIN toward WITTENBERG (N 52/E 37).
 b. A shipment of 16 tanks was unloaded at the "Gruenaer Rampe." The tanks, manned by five or six soldiers each, left for WERDER (N 53/E 79) during the night.

15 September 1949

5. A train carrying 16 tanks proceeded to WITTENBERG and allegedly was unloaded there.

17 September 1949

6. A train carrying 30 tanks and troops in four boxcars proceeded from the direction of BERLIN towards WITTENBERG.

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20 September 1949

7. a. A train carrying tanks and quartering equipment proceeded towards FALKENBERG (N 52/E 74). ++
- b. A train carrying 11 tanks with their crews, heavy items on eight boxcars and quartering equipment on four flatcars left the "Gruehaer Rampe," proceeding towards FALKENBERG. ++

22 September 1949

8. A train carrying 17 trucks with numbers of the E 4-37-xx series and 21-year-old troops, wearing red epaulets, on eight boxcars headed south (to WITTENBERG or FALKENBERG). The trucks were marked with a white circle.

24 September 1949

9. a. A train, carrying 11 tanks and troops on three boxcars, proceeded from the direction of WITTENBERG towards BERLIN.
- b. A train carrying eight canvas-covered tanks with long-barreled guns and perforated bogie wheels, ten trucks and about two hundred troops proceeded southwest. Truck numbers 7-50-01, 7-50-03, and 7-50-10 were identified. +++

27 and 28 September 1949

10. Twenty-two tanks were detrained on the loading ramp of the military station and moved to the Turn Kaserne.

28 September 1949

11. a. A train of 16 boxcars and flatcars carrying six self-propelled guns (allegedly SU 152) and two trucks left the JUTTERBOG railroad station for an unidentified destination. Truck E 6-62-24 was noted.
- b. A train, ^{transport}number 91 099, carrying eight T 34 tanks, left the "Lange Rampe" for ROSTOCK (N 55/O 81).

2 October 1949

12. Six trains carrying about 20 tanks each proceeded from the direction of FUENSDORF (N 53/E 91) towards WIESENBURG (N 52/E 20) according to railroadmen. Ø

2 and 3 October 1949

13. Railroadmen stated that four trains carrying tanks proceeded from the direction of BERLIN towards TREUENBRIETZEN (N 53/E 50). Ø

3 October 1949

14. a. A train carrying ten T 34 tanks, six JS tanks and troops in five boxcars left towards TREUENBRIETZEN at 6:30 a.m. Ø
- b. A train carrying about 16 canvas-covered armored vehicles with guns of about 100-mm caliber (allegedly self-propelled guns), a tank with long-barreled gun, a two-axle armored reconnaissance car, a truck with box-like superstructure and troops in ten boxcars left at 10:30 a.m., heading southwest. Ø

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c. A train carrying 18 canvas-covered antiaircraft guns and troops in four boxcars proceeded from the direction of ZOSSEN (B 53/Z 91) towards WITTLIBERG. Ø

3 and 4 October 1949

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5. [REDACTED] about 30 tanks were detrained at the ALTES LAGER railroad station.

5 October 1949

5. a. A train carrying 36 tanks proceeded from the direction of HALLE towards BERLIN.
b. A train carrying amphibian cars and pontoons proceeded towards HALLE.

5 and 6 October 1949

7. Twenty-eight antiaircraft guns of about 50-mm caliber and twenty-five light howitzers of 76.2-mm caliber were detrained in JUTTENBOG II.

12 October 1949

8. a. Thirty-seven unnumbered trucks were detrained at the JUTTENBOG-DAMM airfield.
b. A train carrying 27 tanks and truck E 6-45-56 left ALTES LAGER for an unidentified destination. ØØ
c. A train carrying 32 canvas-covered tanks left in the direction of ZOSSEN at 4 p.m. ØØ
d. Fifty trucks with painted-over numbering plates were unloaded from a train which had come from the direction of ALTES LAGER. The trucks were driven to the JUTTENBOG II kaserne by soldiers wearing artillery insignia. The letter "F" was still recognizable on the numbering plates of some trucks.

13 October 1949

9. A train carrying 20 self-propelled guns and troops on four boxcars, left at noon going towards BERLIN.

15 October 1949

10. a. A train carrying 15 self-propelled guns, left in the direction of BERLIN at 1 p.m.
b. Eleven T 34 tanks, three JS tanks and 19 trucks were unloaded from a train which had come from the direction of WITTLIBERG. The following truck numbers were observed:

B 3-70-09	B 3-71-16
B 3-70-19	E 3-36-29
B 3-70-91	Y 8-81-01.

18 October 1949

1. A train carrying 17 self-propelled guns, two armored reconnaissance cars, seven trucks with numbers of the B 3-70-xx and

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B 3-71-xx series and troops on four boxcars left in the direction of BERLIN at 11 a.m. The guns had a white rectangle on the rear walls of their turrets.

19 October 1949

22. A train carrying seven canvas-covered tanks left towards BERLIN.

22 October 1949

23. a. A train of 19 express coaches and flatcars carrying five T 34 tanks and four trucks with numbers (3-12-77, (3-13-10, (3-14-72 and B 3-65-13 left the JUTERBOG station for an unidentified destination.
- b. Sixteen tanks and 23 carloads of furniture were dispatched to an unidentified destination from the JUTERBOG-DAMI air-field.

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The very detailed information [redacted] confirms that the heavy troop and supply traffic through JUTERBOG and the loading and unloading activity there observed during recent months continued throughout the period of observation. Besides the shuttle traffic between HALLER-WEITENBURG and JUTERBOG (component units of the 7th and 6th Gds Tank Divs (Cadre)) regularly observed during the summer months, the following shipments are noteworthy:

+ a. Train carrying motor vehicles of the 19th Gds Tank Div observed on 4 September 1949. Component units of this division were observed sporadically in the JUTERBOG-LUCKENWALDE area in July and August 1949.

++ b. Two trains carrying tanks observed heading towards FALKENBERG on 20 September 1949 presumably carried a tank unit of the 9th Mecz Div (Cadre) which returned from the WERDER-MARKENDORF training area to the permanent quartering area of the division.

+++ c. Train carrying tanks and trucks of the 8th Gds Mecz Div, observed on 24 September 1949. There were no previous indications that component units of this division participated in maneuvers of the Third Gds Mecz Army (Cadre).

ø d. Trains carrying tanks and troops, part of them going from the direction of WULMSBACH-BOCKEN towards TRAUBENBRIETZEN-WIESENBURG via JUTERBOG on 2 and 3 October 1949. They presumably carried tank units of the 19th Gds Mecz Div, which participated in the large scale Third Shock Army maneuvers held in the BURG-BALZIG-GRUNTHIN area during the first half of October 1949.

øø e. Two trains carrying trucks and 59 tanks of the 19th Gds Mecz Div (according to motor vehicle numbers), observed on 12 October 1949, may have returned from maneuver areas.

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